

June 7.

WILL PERMANENTLY LOCATE IN THIS CITY.

Atlantic Maritime Co. of Boston Se-
cures Big Wharf Property.

FINE SITE IT NOW OCCUPIES BOUGHT OF
MR. CHARLES H. BOYNTON.

Will Do General Fish Business, Fit Out Its Own Big
Fleet and Perhaps Build Bait Freezer.

The Atlantic Maritime Company of Boston has bought of Charles H. Boynton the wharf, uplands and buildings on Roger street and the Rogers street extension, with water frontage on Harbor Cove, which the company has been occupying on lease from Mr. Boynton for over a year. Beside this, the company also buys, in the same deal, the broad stone and upland wharf on the easterly side of Mr. Boynton's coal dock, including vessel berths on this side, this latter part being really a part of the same wharf now occupied by the company. The deal was made through the real estate and insurance office of Mr. Charles H. M. Hazel of this city.

The acquisition of this property by the Atlantic Maritime Company means a new industry for Gloucester, for although the concern is not yet ready to discuss its full and complete plans, enough is known so that it can be said that a general fish business will be conducted by it at this location.

Some 12 or 14 months ago, the company, whose headquarters are in Boston, leased this fine property of Mr. Boynton, for the purpose of having a wharf from which the fishing vessel end of its large business could be conducted and thereby provide a place where its crafts could tie up, fit up, store their outfits, etc. Capt. Henry M. Atwood of this city, who has been the local agent of the fish and vessel division of the company's business for several years, will continue with the concern in charge of the vessels, etc., and also in charge of whatever other lines of the fish business the company may see fit to branch out in here.

The wharf property which the company has bought is a most desirable location, being fully 250 feet long from Rogers street to the Harbor Cove frontage. Fully 200 feet of this is upland, a most solid foundation, heavily walled and most compactly built, which of course greatly increases its value.

At present there are four buildings and a large shed on the premises, one building now occupied as an office, while the attached building in the rear is a work room and carpenter shop. On the opposite side of the wharf is a building formerly used by S. G. Poole & Sons for the storage of fish in butts on the wharf floor and a skinning and cutting loft on the second floor. The other building is used for storage of dories, gear, etc. The big shed has been unused by the company, but has been in use by Mr. Boynton for the storage of wood, etc.

A Times representative who interviewed one of the officials of the company regarding its plans for the future here was unable to learn just exactly what was intended, but the gentleman did state that they would without doubt conduct a general fish business and added, "you can say that in buying this property we mean business and shall get

to work as soon as possible."

From other sources it is learned that it is the intention of the company to have its outfitting store in the new building where the office is now, and to have its fleet of 14 fine vessels, all of them practically new, fit out here.

The company has several things in mind. It will undoubtedly go into a general fish business and the taking in and making of the fish landed by its own vessels in the course of a year would be no inconsiderable item. There is a probability, indeed it now seems more than a probability, that the concern may also engage in the cutting and packing of fish and selling at least some of its product on the road.

Another plan which the concern has under advisement is the erection of a bait freezer of goodly size, which will not only accommodate the bait needs of its own large fleet, but put it in position to sell to outside vessels.

As was stated above, the company does not, at present know definitely just what it will do, but in buying the property, which it has leased, it shows its intention of locating permanently here and widely extending its business.

This branching out would add another fish concern to the list of the city's business places and this naturally, will mean more employment for people here and more business generally. It is very gratifying, where for several years there has been a noticeable dropping out of fishing and fishing business concerns, to record the branching out of an established concern into the general fish business.

While, as said before, but little can be learned of the company's exact plans, it is known that it has had the matter under consideration for some time and that in many ways, its plans are well matured.

June 8.

MACKEREL SCHOOLING.

Seen by Steamer Halifax Be-
tween Yarmouth and Halifax.

Sch. Mabelle E. Leavitt Picks
Up Two Dories and 90 Nets.

[A dispatch from Halifax, N. S., today, to one of our largest vessel owners here states that the steamer Halifax, which arrived at Halifax from Boston, leaving the latter port on Sunday, reports passing through large bodies of fish between Yarmouth and Halifax on Monday which those on board took to be mackerel.

A special to the Times from New York states that sch. Mabelle E. Leavitt, which arrived there this forenoon, brought 60 mackerel, the result of two nights dragging, showing that fish are scarce at present.

The Leavitt had in tow two dories filled with mackerel nets and Capt. Frank Nolan reported picking them up adrift Thursday morning 14 miles southeast by south from Barnegat, one of the dories coming down afloat of the Leavitt's nets while they were set. There were about 90 nets in the two dories, one of the latter being painted lead color and the other the usual dory shade of yellow. There were no names or marks of identification on any of the nets.

June 8.

FRENCH STEAM TRAWLERS.

Are Now Operating on the Banks
to the Eastward.

Two of the new fleet of French steam trawlers, a big fleet of which was bought or built last winter, are now operating on the Newfoundland and Nova Scotia banks. One of these crafts was at North Sydney, C. B., and the other at Louisburg, C. B., Tuesday. Both these vessels will land their fares at North Sydney, where they will be transhipped on the topsail sch. Jeanne which arrived at North Sydney last week to take the catches back home and at the same time resupply the two steamers.

June 8.

ICE ON THE LABRADOR.

Whole Newfoundland Fleet Hin-
dered from Getting There.

A St. John's, N. F., despatch yesterday, says that 800 Newfoundland vessels, with nearly 20,000 men, are unable to reach the fishing grounds off Labrador because of ice floes, which still blockade the northern coast. The situation is regarded as serious by vessel owners, who fear heavy financial losses by reason of the late opening of the cod fishing industry.

June 8.

FISHERMEN HANDICAPPED.

St. Johns, June 8.—About 800 Newfoundland vessels, with nearly 20,000 men, are unable to reach the fishing grounds off Labrador because of ice floes which still blockade the northern coast. Vessel owners fear heavy financial losses by reason of the late opening of the codfishing industry.

June 8.

More Repairs for the Spray.

The steam otter trawler Spray hauled on the Atlantic Works railway at East Boston yesterday for a general overhauling. Her cylinders will be bored and machinery, rollers and hull carefully examined and repaired.

June 8.

Halibut Sale.

The fare of sch. Tacoma sold to the New England Fish Co. at 10 1-4 cents per pound for white and 7 cents for gray.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Tacoma, Gulf St. Lawrence, 30,000 lbs. halibut, 9000 lbs. salt cod.
Sch. Thalia, Rips, 50,000 lbs. fresh cod.
Sch. Reliance, shore, 12,000 lbs. fresh pollock.
Steamer Inverness, shore, 12,000 lbs. fresh pollock.
Steamer Favorite, shore, 5000 lbs. fresh pollock.
Steamer Elthier, shore, 6000 lbs. fresh pollock.
Steamer Ocean View, shore, 16,000 lbs. fresh pollock.
Steamer Cormorant, shore, 9500 lbs. fresh pollock.
Sch. Pauline, Rips, 100,000 lbs. fresh pollock.
Steamer Lydia F., shore, 5000 lbs. fresh pollock.
Steamer Alert, shore, 6000 lbs. fresh pollock.
Steamer Anna Laura, shore, 15,000 lbs. fresh pollock.
Steamer Quartette, shore, 12,000 lbs. fresh pollock.
Steamer Mystery, shore, 10,000 lbs. fresh pollock.

Today's Fish Market.

Board of Trade fresh fish prices: large western cod, \$2.37 1-2; medium do., \$1.62 1-2; large eastern cod, \$2.12 1-2; medium do., \$1.50; snapper do., 60c; cusk, \$1.62 1-2; snapper do., 50c; haddock, \$1.10; hake, \$1.10; pollock, \$1.

Board of Trade salt fish prices: Large Georges handline cod, \$4.75; medium do., \$3.75; salt haddock, \$2; salt pollock, \$2; salt hake, \$2; salt cusk, \$2.50.

Bank halibut, 10 1-4 cts. per lb. for white and 7 cts. or gray.

Market price large western cod to split, \$2.75 per cwt., medium do., \$1.80.

Large eastern cod, \$2.50, medium do., \$1.75.

Market price fresh large Rips cod, \$2.75 per cwt., medium do., \$1.80.

Market price, salt bank cod, \$4 per cwt. for large and \$3.25 for medium.

Market price salt Rips cod, \$4.50 per cwt. for large, \$3.50 for market, \$2.50 for snappers and \$2 for shank.

Fresh round pollock, 90c per cwt.

Market price fresh hake, \$1.40 per cwt.

Large fresh mackerel, 19 cts. each.

Salt medium mackerel, \$13 per bbl.

Salt tinkers, \$5 per bbl.

Market price fresh cusk, \$1.75 per cwt.

Cox's ledge dory handline salt cod, \$4.75 per cwt. for large and \$3.75 for mediums.

Dressed fresh pollock, \$1.00 per cwt.

June 10.

SAW CAPE SHORE FLEET.

They Had Neither Taken or Seen Any Mackerel.

Interesting Report of Capt. Nickerson of Sch. Tacoma.

Sch. Tacoma, Capt. Adelbert Nickerson, arrived this morning from the Anticosti shores, in the Gulf of St. Lawrence, with a nice trip of halibut.

Capt. Nickerson reported that outside of sch. Margaret, his craft, along with schs. Cavalier and Metamora, were the first to bait at Magdalens, doing so on May 22, herring being plenty then.

The Tacoma has fished the ground from Anticosti down to Scatteri and seen no ice. But few fish were found at the former place, but ground sharks were in abundance.

Off Scatteri, no bankers or shakers were seen, but full 50 sail were noted off Cape North.

Coming home, the Tacoma came up the Cape Shore and had none too good weather and saw no signs of mackerel. Off Liverpool, N. S., on Wednesday Capt. Nickerson spoke with Capt. George Heckman of sch. Slade Gorton, who reported that 15 sail had come out of that port with him. He also said that not only had no schools been taken, but none had been seen on the Cape Shore up to that time, by the seining fleet.

June 10.

Halibut Sale.

The fare of sch. Cavalier sold to the New England Fish Company at 10 1-4 cents per pound for white and 7 cents for gray.

GOOD TRIPS IN.

Halibut, Cod and Pollock Leaders of Today's Receipts

Sch. Cavalier Has Fine Fare from Gulf of St. Lawrence.

Quite a number of vessels are in port this morning, and most of them have very gratifying trips, mostly cod and halibut, although the little pollock steamers got in their work again yesterday and landed many good trips.

Sch. Cavalier, Capt. Robert B. Porper, is from the coast of Anticosti, in the Gulf of St. Lawrence, and she has a fine fare, 40,000 pounds or more of halibut and 20,000 pounds of salt cod. As halibut are a fair price, a good stock will result.

Sch. Cavalier was one of the first of the fleet to bait at the Magdalen Islands and found good fishing on the fresh bait. She was also favored with good weather. Coming home, the craft came up the Cape Shore as far as Prospect, N. S., but saw no seiners or no mackerel.

Several of the salt Rips fleet are also in port, sch. Grace Darling, Capt. William Fisher, having the banner trip, 65,000 pounds of salt cod, the largest trip of the season in this branch of the fishery. Sch. Edward A. Rich and Jubilee are also in with from 40,000 to 45,000 pounds each of salt cod and sch. Gace Otis, which has been fishing Rips style out around Block Island, is also home with 45,000 pounds of salt cod.

The little sch. Lucy E. is here from Block Island with a fare of salt cod and the small Portland sch. Fanny Reed with a 5000 pounds fare of fresh fish. Sch. Pythian, from the Rips, has 17,000 pounds of salt cod.

A big trip indeed is that of sch. Good Luck, Capt. G. Melvin McLean, which has been off here fishing for a few days, and came in last night with 140,000 pounds of fresh pollock.

The pollockers landed about 20 trips, bringing from 3500 to 20,000 pounds to a trip.

Sch. Theodore Roosevelt, Capt. James McHenry, came in this morning from the Gulf of St. Lawrence with a good fare, 30,000 pounds of halibut and 10,000 pounds of salt cod.

June 10.

DEARTH OF MACKEREL.

None of Seining Fleet Have Found Schools Lately.

Catch on Irish Coast Has Been Very Light To Date.

A letter to the Times from its regular correspondent at Dingle, Ireland, dated June 1, states that the mackerel fishery had been irregular that week and most all the fish taken had been sent to market fresh, returning good prices because of a slackness in the west of England mackerel fishery at that time. The mackerel fishery in general had been very poor up to date, and very much below the average. The weather had been wet and foggy the past week and on the whole unfavorable for the mackerel catchers. Unless the next week turned out better, the boats would leave for other fishing. The total cure of spring fish on the coast would be about 1000 barrels and these are nearly all sold and in the course of shipment. The count is from 340 to 400 to a barrel.

June 10.

SUNDAY CLAM DIGGING.

Non-passage of New Law Makes It Still Illegal.

It is still illegal to dig clams on Sunday. In the proposed new Sunday bill, now dead, through the efforts of Representative Fogg of Newburyport, was a provision allowing the digging of succulent bivalve on the Sabbath, but this provision suffered burial with the remainder of the measure.

Representative Fogg will now endeavor to secure a special clam law, and he has asked the assistance of Senator Shaw.

The United States Bureau of Fisheries **TO SAVE THE LOBSTER FROM BECOMING A CURIOSITY.** has entered upon a plan to save the lobster industry of the New England coast

and also to save this most valuable crustacean from being in a few years a veritable curiosity of the sea, to be seen only in museums or private aquariums.

It is understood that to this end a goodly amount of money will be spent, the plan for the work covering a number of years and the headquarters will be the nursery, or pound at Boothbay Harbor, in charge of Capt. Hahn, formerly in command of the fish commission sch. Grampus.

The plan, it is understood, is to impound a large number of seed lobsters, which will probably be collected by the Grampus, and to produce the fry in large numbers. This plan, it is understood, has been followed at this station for the past two years, and such encouraging results were obtained that it was decided to continue it on a larger and more continued scale.

It may be that later, if the plan continues to work well that more of these pounds may be established near other fish commission stations along the coast. It is understood that at the Boothbay pound, there are now 20,000 breeding lobsters and that it is hoped to produce 20,000,000 of fry before the end of the season. Last year 100,000,000 eggs were taken and this year, thus far 120,000,000 have been received, which is the best record ever made by the Boothbay hatchery.

Any plan of the commission that will tend to make this most delicious of all crustaceans more plentiful—that will stop their yearly diminution and make the supply so abundant that the price of them will be so that all can have them—so that they will be not a luxury, but within the reach of all, will have the hearty commendation of the people in general.

We know there are some who want to see lobsters continue scarce so that they can make money by securing and handling them, but the great bulk of the people want to see the visible lobster supply greatly increased, and should the commission and Commissioner Bowers succeed in doing this, they will rise up and call them blessed.

Commissioner Bowers, in speaking of this matter of lobster propagation, in which work he greatly interested, said, a short time ago:

"I am certain that we shall be able to replenish the lobster supply off the New England coast. At the start we were much in doubt how effective the plantings of young lobsters would be. We have been planting them for two years. At first we had practically no evidence that the little crustaceans survived. It requires four years for a lobster to grow, and therefore we shall be unable to reach definite conclusions about the success of the Boothbay hatchery for two or three years. However, I was much encouraged last summer at the letters from lobster fishermen off the Maine coast. I received as many as fifty letters from men saying they had never seen so many short lobsters."

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Sch. Theodore Roosevelt, Gulf of St. Lawrence, 30,000 lbs. halibut, 10,000 lbs. salt cod.

Sch. Edward A. Rich, Rips, 40,000 lbs. salt cod.

Sch. Jubilee, Rips, 45,000 lbs. salt cod.

Sch. Grace Otis, Block Island, 45,000 lbs. salt cod.

Sch. Grace Darling, Rips, 60,000 lbs. salt cod.

Sch. Lucy E., Block Island, 15,000 lbs. salt cod.

Sch. Good Luck, shore, 140,000 lbs. fresh pollock.

Sch. Fanny Reed, shore, 25,000 lbs. fresh fish.

Sch. Pythian, Rips, 17,000 lbs. salt cod.

Sch. Carrie F. Roberts, shore, 3000 lbs. fresh fish.

Steamer Anna Laura, shore, 20,000 lbs. fresh pollock.